FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.

Express Ads

AMTRAK AND THE HOLIDAYS! Take the hassle out of holiday travel--make your plans and reservations early with the helpful Amtrak Professionals at GREAT WESTERN TOURS, Sheraton-Palace Hotel, San Francisco 94105, or call us at (415) 398-2994. "An Amtrak-appointed agency dedicated to the pleasure of travel by train."

YELLOWSTONE SPECIAL, Oct. 11-15, 1974, will be sponsored by Pacific Railroad Society and Amtrak via the Santa Fe, UP and BN from Los Angeles to Livingston, Mont. and return. All-pullman consist departs LAUPT at 8 p.m., Oct. 11. All-inclusive fares start at $210. Brochure and additional information is availabl from Pacific Railroad Society, Box 2274, San Juan Capistrano, CA 92675.

RAILROAD UNIFORM BUTTONS 50¢ each postpaid. Pere Marquette, Canadian Pacific, Northern Pacific, Ann Arbor, Reading, Bangor and Aroostook, Boston and Albany, Manitou and Pike's Peak, Colorado and Southern, Denver and Rio Grande Western, Monon, Georgia and Steam Engine. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

WE ARE LITERALLY COMBING THE NATION FOR RAILROAD TIMETABLES. We offer liberal cash payments for any quantity, any dates. A wise seller will profit substantially from giving us first opportunity to make an offer. Extensive references available of course. If it's a timetable, we want it. Antique Timecard Acquisitors, 3505 Orchard Road, Huntingdon Valley, PA 19006.

$1--Railfans' Multimodal Transportation Guide to Vicinity of Los Angeles Union Station; order S #119-R. $2.50--San Joaquin Newspapers--Amtrak Lovefest over a New Train; order "Joy in the Valley." R.F. Swan, Box 1866, Long Beach CA 90801.

WANTED: PUBLIC PARK LOCATIONS adjacent to mainline trackage. Please give brief description, location, train density, etc. David D. Croteau, P.O. Box 1016, Colton, California 92324. Your help will be greatly appreciated.

"STEAMY" is a locomotive on the old D&RGW narrow gauge, now the Cumbres and Toltec Scenic Railroad. 28 pages to color plus an exciting story will give children a feeling for Rocky Mountain Railroading as it was. $1.75, Dave Ulmer Jr., 1407 Holmes Drive, Colorado Springs, CO 80909.

ADVERTISING RATES FOR RAIL TRAVEL NEWSLETTER: Express Ads 50¢ per line for line of 80 characters and spaces. Display ads: $25 per page (5x8 inches); $12.50 half page; $6.25 quarter page. Write: Message Media, Box 9007, Berkeley CA 94709.

rec'd 9-16-74

rail travel newsletter

30¢

VOL. 4 NO. 17
FIRST ISSUE OF
SEPTEMBER 1974
#91

ON THE COVER:

The PREAMBLE EXPRESS ambles thru Jack London Square in Oakland, California on September 5, exactly on time at 3pm. See story on page 17. (Lower photos:) A San Francisco Muni Railway streetcar pulls up to the TransBay Terminal, and an AC Transit San Francisco-Berkeley "F" line bus makes a turn at evening rush hour at University and Shattuck Avenues in Berkeley. These photos introduce this issue devoted in large measure to a consideration of new vehicles for urban transit, with an emphasis on the coming return to the streetcar, or light rail vehicle. This feature opens with Glenn Lee's article on page 4. Photos by Message Media.

SUBSCRIBE TO THIS NEWSLETTER--only $7 for a one-year subscription (24 issues) by first class mail. Write for overseas rates. Send your remittance or ask us to bill you. MESSAGE MEDIA, Dept. RTN, Box 9007, Berkeley, California 94709.

AMTRAK'S TURBOLINER #302 struck a garbage truck at Lockport, IL early this month, causing some minor damage and making it miss one round trip..... THE PEORIA ROCKET'S parlor car has been removed temporarily and should return in early fall..... SLUMBERCOACH PROBLEMS CONTINUE to plague the BROADWAY LIMITED. Sleeper "Lebanon Valley" #2831, an ex-NYC 10/6 car, has been substituting for a slumbercoach on one set of equipment, while "Arthur Stillwell" #2521, an ex-KCS 14/4, has been on the other set..... EX-CALIFORNIA ZEPHYR 10/6 sleeper "Silver Rapids," formerly owned by the Penn Central, has now been refurbished and renumbered Amtrak 2649, and is in service on the SAN FRANCISCO ZEPHYR..... DETROIT-TO-CHICAGO service is now using Amtrak car 8354, a Lewis and Clark Travellers Rest car (ex-NP 498), and riders call it quite an improvement over the 3900-series snack bar coaches..... A SPECIAL MOVEMENT: Ice Capades baggage cars ICAP 105-6-7 were in the consist of the LONE STAR on Sept. 2 as it left Chicago..... THE SOUTHWEST LIMITED on Aug. 31 carried the "Hospitality", original Kansas City Southern "Southern Belle" round end lounge observation, on the rear between Kansas City and Chicago. The car, still in its original KCS paint, is owned by the Smoky Hill Railway and Historical Society. It returned to KC on the westbound train on Sept. 3..... AMTRAK WILL ABANDON its new terminal plans in Cincinnati and will return to Cincinnati Union Terminal in the near future. When the new depot was planned, it did not take into consideration the possibility of expanded rail service in the area on detour movements. With the addition of the coming Newport News train via the N&W and the possible re-routing of the FLORIDIAN to the L&N at Cincy, the present station would require some nightmarish jogging and backup movements to connect with those roads (N&W and L&N from the C&O or PC tracks). Cincinnati is planning a mall-type arrangement with many shops and stores for the former Union Terminal and would welcome Amtrak back.. ILLINOIS CENTRAL GULF has been returned all leased passenger engines, which are now being stored at Paducah, Kentucky..... DEPARTMENT OF CONFUSION: a quote from Amtrak's Sept. 1 Service Bulletin: "Please note: Corrections in Service Bulletin Volume 2-No. 16, page 2, 'Service Changes', Hazlehurst is erroneously listed as Hazlehurst, MI. It should be Hazlehurst, MS. The paragraph should read: 'Effective September 15 The Panama Limited (Train Nos. 58-59) will discontinue service at Hazlehurst, MS. Also in the same issue, on page 3, 'For Your Information', question number two, Nashville is erroneously listed as Nashville, KY. It should be Nashville, TN. This sentence should read 'At the present time Nashville, TN is being surveyed for a portable washing machine, similar to the one in Albuquerque, NM.'".....

Rail Travel Newsletter, Vol. 4, No. 17 (Whole No. 91), First Issue of September 1974. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $7.00 per year; single copy 30¢ (vol. 1-3 25¢). STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Kenneth Maylath, East Coast Correspondent; Peter Roehm, Northeastern Correspondent; Peter Putnam Bretz, Roving Correspondent; John Ferry, Midwestern Correspondent. Mailing date this issue: September 13, 1974.

"BETTER TIMES ARE COMING..."

RUMORS FLYING ABOUT NEW PRESIDENT AT AMTRAK

A number of stories are making the rounds about the possible hiring of ICG's Paul Reistrup to take over as President and Chief Executive Officer of Amtrak, while Roger Lewis remains on as Chairman of the Board. The Amtrak Board, at its August 28 meeting, appointed a committee to search for such an officer for the corporation. It is known that Mr. Reistrup is a prime candidate, and that one stumbling block has been Amtrak's salary level restrictions. Rumor now has it that Amtrak will attempt to persuade Congress to alter the salary restriction in order to pay Reistrup over $60,000 yearly. It is said also that Reistrup demanded that he have complete control over his operation, except of course that the Board of Directors would be over him. He also desired to bring to Amtrak with him some personnel from ICG, reportedly including the railroad's Director of Labor Relations. Reistrup was identified in the past with the C&O/B&O campaign for increased passenger ridership in the 1960's. The N.W. Illinois NRHS also reports he was responsible for bringing dome cars to the IC in the 1960's and for establishing IC's "Mini-Corridor" service.

THE PORT HURON TRAIN FINALLY RUNS

As this issue is being mailed, Friday September 13, Amtrak will be putting on a press run of the long-awaited Chicago-Pt. Huron, Michigan train. Regular revenue service will begin Sept. 16. The train, called the BLUE WATER, is numbered 364 eastbound and 365 west. Train 364 leaves Chicago at 3:15pm, Niles 6pm, Kalamazoo 7:10, Battle Creek 7:55, Durand 10:07, Flint 10:49, Lapeer 11:16, Pt. Huron ar 12:25am. Westbound it leaves Pt. Huron 3:15am, Lapeer 6:10, Flint 6:38, Durand 7:18, Battle Creek 9:40, Kalamazoo 10:15, Niles 11:15, Chicago ar 12:10pm.

AMTRAK'S FALL SCHEDULES RELEASED

The following schedule forms are being released, dated Sept. 15: Midwest; West Coast; Chicago-Houston/New Orleans & St. Louis-Laredo; East-Midwest; Florida; New York-Albany-Buffalo; Chicago-California; Chicago-Seattle; New York-Washington -Sunset Route; and Washington-Cumberland. The nationwide schedule and the Northeast schedule, as well as a New England Inland Route Schedule will be issued later in the fall, Amtrak said. In the meantime there will be no timetable change for Northeast Corridor service. However, train 180, the PILGRIM, will not stop at Metropark, NJ; and the Florida trains on their runs between New York and Washington will have time changes as outlined here last issue. The NORTH COAST HIAWATHA will begin a flag stop at Valley City, North Dakota on Sept. 17. The EMPIRE BUILDER (#8) will arrive Yakima, WA at 5:30 pm and leave 5:35, while train 7 will arrive 7:25pm and depart 7:40. Also effective Sept. 15 there will be somewhat complicated but fairly minor schedule changes for the ILLINOIS ZEPHYR, the PUGET SOUND and the MOUNT RAINIER, and also the BLACK HAWK.

Effective Sept. 15 Amtrak agents are authorized to ticket passengers over nine additional Greyhound lines that connect with Amtrak services: New Orleans-Jacksonville; Tampa/St. Pete-Naples; Los Angeles-West Yellowstone; Albuquerque-Tulsa; Boston, ME-St. Stephen, NB; Minneapolis-Omaha; Omaha-Kansas City; Detroit-Cincinnati; and Cleveland-Cincinnati.

AMTRAK GETS NEW VICE PRESIDENT

Jerry W. Friedheim, resigning as Assistant Secretary of Defense for Public Affairs, will take over as Vice President for Government and Public Affairs at Amtrak. At the defense department, Friedheim had the job of defending Vietnam war policy, being the principal spokesman for the Pentagon.

light rail

STREETCARS ARE FASTER, ECONOMICAL AND ENVIRONMENTALLY SOUND--AND READY FOR A BIG COMEBACK

by Glenn Lee

Streetcars are undergoing a modest revival in the U.S. and Canada--but the factors making for an increase in electric and rail public transportation in major cities may soon lead us to the all-out Traction Renaissance of the 1980's.

Streetcars are more economical to operate in terms of "total passengers carried" on the more heavily traveled transit routes. Streetcars can accelerate faster than buses, both attracting passengers and reducing costs. In addition, streetcars provide smoother rides, and can thus attract more men to the ridership lists--a fast and sure-fire method of increasing total ridership on any major transit system.

Streetcars create no pollution as they pass thru city streets; and they are capable of being routed into special facilities, such as railway lines, subways, bridge decks, and other similar facilities designed for speeding service that cannot always be successfully used by buses. Streetcars can also operate in multiple-unit trains, which offer an immediate and often low-cost method of rapidly expanding patronage--something nice to be able to do if and when fuel shortages hit.

ECONOMY: Streetcars are more economical to run on most regular transit routes with medium patronage or more. The relatively flat city of Toronto has estimated that 4 streetcars can do the work of 5 buses; and the hilly city of San Francisco has estimated that 2 streetcars can do the work of 3 buses. This is because streetcars not only have more carrying capacity than buses (perhaps 1/4 to 1/3 more), but also because streetcars can operate faster than buses. Thus if a streetcar can make a round trip on its route in 90 minutes while a bus takes 100 minutes, to offer a 10-minute service, one less streetcar is needed than bus. This means that less space is needed to garage the vehicles; less work is needed to maintain the vehicles; and most important of all, fewer men are needed to operate a line--notwithstanding the fact that more seats are provided, thus offering better service to the customer.

Operating with the unlimited power of electricity, streetcars can accelerate at up to 4 miles/hour/second. Since the average in-city transit vehicle may spend up to ¼ of its time accelerating while it is on duty, this means a substantial speedup in service. Even in flat cities such as Chicago, motor buses have been unable to achieve the same scheduled speeds as electric vehicles. The reason is that the motor bus is usually limited in acceleration to 2-2½ mph/sec. Besides, as the bus fills with passengers (11 passengers = one ton), the acceleration rate drops; in contrast, the streetcar is seldom affected much by even full standing loads.

The Seattle Chapter of Professional Engineers, in a long study of transit-vehicle comparisons in 1965, found that the more patronage a motor bus handles, the more it loses. The reason is that the bus goes slower as more people are aboard, and the additional revenue gained in the farebox from many stops does not equal the expense of additional driver time needed to make those stops. This, claim the engineers, is due to the fact that the motor bus cannot produce the necessary power with a reciprocating power plant burning its fuel internally. A rotary power plant, with off-vehicle energy source, however, can do the necessary acceleration work.

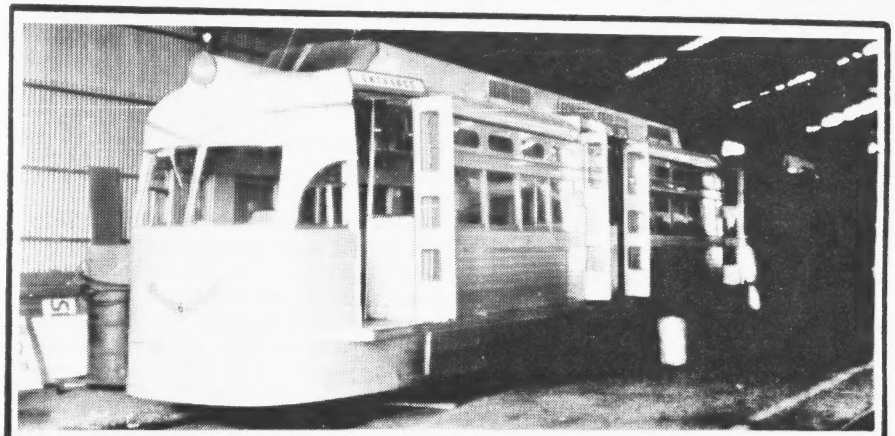
Interestingly, National City Lines, a conglomerate once owned by General Motors, Firestone and Standard Oil (and which once owned over 90 transit systems in the U.S.) reported its lowest earnings, in 1949, in the year it carried its greatest number of passengers. Similar reports from cities such as Winnipeg have shown that under wartime conditions motor-bus fleet deficits increased with additional patronage, whereas streetcar and electric trolley coach fleets increased their earnings with additional patronage.

Most supporters of motor buses claim that the "cost per mile" of a bus is lower than the cost per mile of a trolley or a streetcar. Technically this is correct. However, the claimant usually asks the listener to accept the fact that buses can replace trolleys or streetcars one-for-one, which cannot be the case unless the replacement bus service operates less frequently.

In San Francisco, for instance, it was found that 43 buses were needed to replace 32 old-style (and thus slower) Geary Street "B" and "C" line streetcars in December 1956. And once this was accomplished, fewer passengers were carried because the public was not as enamoured with the buses, due to fumes, noise, and the bus's ability to be caught more readily in traffic congestion.

ACCELERATION: The streetcar's acceleration is its major weapon. When a transit route has 3-5 stops per mile, the acceleration rate, and not the top speed of the vehicle, determines the overall route speed. This permits the streetcar to operate a round trip faster than a motor bus, and thus allows fewer vehicles to do the same amount of work as vehicles. And because of the higher seating capacity, more work can be done in terms of available seat miles.

Fast acceleration also permits the streetcar to attract more passengers. As is well known by anyone in the passenger transportation business, the faster a vehicle goes, the more patronage it will attract. British Rail, for instance, has estimated that a 1% reduction in total running time will bring about a 1% increase in patronage. In some city systems there is probably a much greater potential for revenue improvement than this. In many cases the public will ride junk as long as the trip is fast. The success of the New York subway system was for many years based on this fact; but the rule applies generally in most cities large enough to support transit systems.



PRIVATELY-OWNED FREE TROLLEY TRANSIT SYSTEM? Yes--run by Leonard's Department Store in Fort Worth, Texas. About 6 former Washington, D.C. PCC cars are used on the line which runs about a mile from a parking lot to the store basement. Jack Ferry took this photo in the cars' shops.

If you want more passengers, go faster. That streetcars can and do go faster makes them primary weapons in the war to attract more passengers from autos.

COST REDUCTION: Streetcars don't need the maintenance investments that motor buses consume. Streetcars not only last longer, but with proper care can last longer at a much lower total cost, and not only because fewer of them are needed to perform a given amount of work.

A streetcar does not need its oil and water checked. A streetcar does not require a fuel island trip when it returns from its routes each day. It is constantly self-fueled by its trolley pole, effecting another reduction of manpower in the garage. A streetcar does not have a crankcase, pistons, valves, carburetors, or a

host of other complicated equipment that consumes many maintenance dollars. Its rotary power plant produces much less vibration adding to the longevity of the carbody. The introduction of solid-state controls in streetcars is eliminating much maintenance in the "points" areas of the control system, an important feature which should tip the scales even more in favor of electric transit vehicles within the next few years.

BUMPINESS: In many cities, even some quite large metropolises, the majority of the transit system riders are women. This is because women have lower incomes, on the average, and because they hold fewer drivers licenses. Thus they cannot either afford a car, or drive one if they could. This means that a substantial untapped market of transit riders exists among men, who are difficult to "sell" on transit. Some testing has indicated that men, with a propensity to "position," vanity and status, find buses not only unacceptable to them personally, but often beneath their contempt. One reason is that buses are smaller than streetcars or commuter trains. But a major reason may be that a man is "insulted," so to speak, by the lateral and verticle accelerations of buses--that is, the bumpiness and the sway.

Streetcars can appeal to men in that they have two-axle trucks rather than one-axle "trucks" as do buses. The streetcar truck can smooth out many bumps in the track; and the fact that the streetcar is on tracks means that it cannot weave back and forth in traffic--something that bus drivers appreciate, but definitely not the passengers (especially those who are standing). A return to streetcars on many heavy transit routes will mean that the pleasures of passenger train travel--the relative smoothness and spaciousness--can be transferred to the city transit rider; and coupled with the overall faster speed will mean a substantial increase in patronage, other conditions remaining equal.

ENVIRONMENT: Streetcars operate with electricity, leaving no pollution as the cars pass. They can operate from hydro-electric sources, which are renewable, and as the years pass, mean lower-cost energy sources. Oil burned to produce electricity in an electric power plant produces much more total energy per gallon (and can move the streetcar farther) than a similar amount of oil burned within an internal combustion diesel power plant. Fuel in an electric generating station is burned at a steady rate, rather than exploded in charges as it is in the bus diesel engine, which creates not only noise and unpleasant odors, but also large amounts of polluting oxides of nitrogen, which increase as the temperatures of the diesel combustion process increase. Thus a streetcar can get much more "bang for the buck" on fuel consumption, and at the same time can do more work per unit of energy.

As fuel costs rise, and as environmental problems in cities increase, there can be little alternative than to convert existing motor coach lines to electric lines --streetcars for the heavier routes where the investment in track can be justified; and to electric trolley coaches, which offer all the benefits of streetcar operation except bump-and-sway, and capacity benefits, for lighter routes.

* * *

If streetcars have so many advantages, why did they go so thoroughly out of favor in the U.S. and Canada following World War II? This is a very complicated question. In some cities, such as Edmonton, Alberta, city officials simply felt that the transit system would never amount to much as far as the city's needs went, and wished to minimize the capital investment, meaning elimination of funds tied up in track and related structures. Other cities, blitzed by bus salesmen and finding their streetcar systems in decrepit shape, went "modern," as America has been wont to do in times of decision (the Toonerville Trolley cartoon series helped depict electric cars as relics from bygone times).

But many say that by far the worst enemy of the streetcar has been General Motors Corporation. The Bradford Snell report on GM's monopolization of transit-industry vehicle production, say many, has only touched the tip of the iceberg.

The Seattle Chapter of Professional Engineers in its study of National City Lines (the GM-dominated transportation subsidiary) declared that a conspiracy existed

among GM and Firestone Tire and Standard Oil to buy up city streetcar systems in the U.S., convert them to bus as rapidly as possible, and then sell the remnants to the cities or governmental agencies once the properties had been blitzed. The engineers claim that this process began in 1935 when W. C. Gilman, oil company executive, took a post as a director of the Securities and Exchange Commission, and soon thereafter helped produce the ruling that electric power companies could not own transit system properties, as this was in violation of anti-trust acts.

Afterwards, the five Fitzgerald brothers, who had started small bus companies in Minnesota, helped organize the National City Lines combine for GM and the affiliated companies to buy streetcar companies from the power and light agencies required to sell transit properties. The NCL combine was convicted of anti-trust conspiracy in 1948, but many officials involved were fined only $1, and the only concrete result was that streetcar abandonments in Los Angeles were temporarily halted, and 40 new PCC electric cars were purchased that year.

J. Howard Arnold, for many years a director of AC Transit District in the Oakland-Berkeley, California area, charged that GM did not buy up transit systems to enlarge the market for its buses and parts, but rather bought them with the idea that transit service would intentionally be made worse. That is, GM wanted to reduce service, provide bumpy and smelly buses, irritate the public, irritate workers into long strikes (the Eastbay strike in 1953 lasted 3 months and permanently reduced patronage 40%), so that riders would give up on using transit and buy automobiles!

Many transit properties not owned by the GM subsidiary behaved as if they were, for a number of reasons. While the Los Angeles suburban streetcar services of Pacific Electric were still owned by Southern Pacific, SP was just as soon rid of the cars to make way for expanding suburban industrial development, and wanted the tracks for freight operation.

In the Twin Cities of Minnesota, underworld interests gained control of the Twin Cities Rapid Transit Company (and its 700-plus streetcars, one of the finest systems in the world) and eliminated the electric fleet in about 3 years. This was described in Collier's magazine in the early 1950's.

The Detroit Street Railway, a public system, found its heavy streetcar lines under GM's hot breath, and the system in the mid-1950's had to dispose of over 100

TWO SINGLE-TRUCK STREETCARS, circa 1900, purchased by Yakima, Washington as part of the city's bicentennial celebration, arrived Aug. 28, and are being rehabilitated in the ex-streetcar barn of the Yakima Valley Transportation Co., UP subsidiary on whose tracks the cars will operate. The cars came from Oporto, Portugal, and were delayed by the military coup there this last summer. The cars will operate Monday-Saturday mornings until noon, and all day Sunday. For inquiries, reservations and tickets, contact: Yakima Visitors & Convention Bureau, 211 E. Walnut St., Yakima WA 98901.

cars only a few years old, supposedly because GM was embarrassed by such successful streetcar lines in its home town.

In other cities, tales are told of "blitzing" public officials, and even blackmailing transit officials to encourage the conversion from electric to diesel power.

GM has been on the defensive for a number of years, especially as social criticism has become more vocal, and the power of the conglomerate becomes weakened by changing times, environmental legislation, and the reduced interest of the public in designed obsolescence, and increased interest in fuel problems, air pollution problems, urban problems, and a multitude of similar concerns not present in American public life 25 years ago when streetcars were being abandoned wholesale.

The Seattle engineers have charged that purchase of diesel buses than cannot possibly do good transit work represents only a subsidy to the bus manufacturer. Perhaps in a few more years this and similar messages will become more widely heard, and today's streetcar revivals may be regarded as mere starts for a program that could rival the Space Race--but which will be doing a lot more daily good here on earth in many different ways.

On Our Trolley

THE RETURN OF THE STREETCAR, AS REFLECTED IN ITEMS FROM HERE AND THERE

NEW YORK TIMES: "Clang, clang, ding-ding bell and all, the trolley car has begun to make a comeback in American cities. Urban planners here (Portland, OR) and in other cities across the country, searching for ways to decongest streets and improve public transportation, this year have rediscovered the trolley, which was an innovation in mass transportation more than 80 years ago" (Aug. 25).

RAILWAY AGE: "It could be any of a score of cities-on-the-make in North America. In a few short years it has sprouted a skyline. With a half million population or so, it is growing fast, and so are its transportation problems... Light rail transit to the rescue. Its proponents claim that light rail, properly separated from street traffic on its own right of way, is less expensive to build than full rapid transit, and can do twice the job of a stream of buses, at a smaller operating cost" (Aug.12)

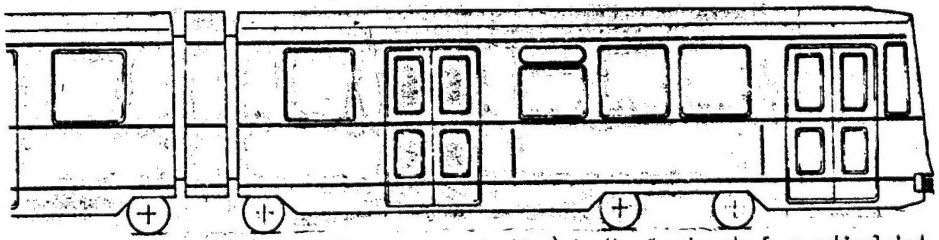
WALL STREET JOURNAL: "In the good old days U.S. commuters were better off than now. The interurbans, streetcars of yesteryear provide models for new systems" (Aug. 14)

COMPARATIVE TIMES: Chicago's North Shore interurban line once took 1hr 43min for the 88-mile Chicago-Milwaukee run, including 14 stops. Today's auto is no faster, even with interstate highways. Indianapolis-Louisville hourly Interstate Public Service Co. trains made the trip in 3 hours in 1930, while one daily Amtrak train now takes 40 minutes longer (source: Wall Street Journal, Aug. 14).

PORTLAND, OREGON'S Tri-Met Metropolitan Transportation District is working to revive the Portland-Oregon City interurban line, one of the two oldest in the U.S. The city is negotiating with Toronto to buy several streetcars at about $15,000 each, to run on Oregon Traction Co. rails (a jointly owned subsidiary of UP and SP.) The Oregon City route is about 13 miles long. (A later report says that Toronto has approved the sale of 15 PCC cars, "as is," with Portland required to change them to standard gauge. The sale eliminates the system's surplus, as determined by the need for 22 additional cars to operate the Spadina route with streetcars when motor coaches are phased out on Spadina in 1976.)

NEW ORLEANS STREETCAR #962 was hit by lightning on Sept. 2, frightening passengers but causing no injuries. Seven passengers were aboard the car on St. Charles Avenue when the bolt struck. Said one rider: "I'll never ride another streetcar. Never."

IN LOS ANGELES, where the big red cars of the Pacific Electric system were phased out some years ago, the mayor is putting his support behind a mass transit system which must be approved by the voters next November. Meanwhile, L.A.'s buses remain idle in a strike. About 650,000 passengers ride buses daily in the area.



THE DRAWING ABOVE (pardon the poor reproduction) is the front end of an articulated streetcar--light rail vehicle--being built for San Francisco and Boston by a division of Boeing. San Francisco's order of 100 cars will replace 115 old PCC cars, and will be part of the first set of new streetcars built in this country since 1934 (with the exception of those constructed for foreign use). Some of the cars will be tested by the DOT at Pueblo, Colorado early next year.

The Red Arrow Trolleys

by Pete Roehm

The PATCO - Penn-Reading Seashore journey of the night before put me in a good mood for taking on the three rail lines remaining of the former Red Arrow operation, then the Philadelphia Suburban Transportation Company, now a division of SEPTA. Following coffee with a friend and RTN reader, who was just beginning an 8000-mile rail vacation through Canada, I trolleyed to the Reading Terminal to pick up the 11:22 local for Norristown, a one-car Silverliner. On the adjacent track were several Budd cars used on the weekday-only RDG-CNJ New York trains, the WALL STREET and the CRUSADER. Other tracks contained some of the new 9000-series Silverliners and there were even some of the older electrics in operation. The Norristown run was pleasant and uneventful, the cars clean inside and out, and the ride rather smooth.

Detraining at Norristown, I walked the three blocks to the elevated stub-end terminal of the Red Arrow, over which ran both ex-Philadelphia & Western bullet cars and ex-North Shore "Libertyliners." Bullet #2 arrived on time and departed same and we rolled at a good clip on double track through wooded fields and pleasant residential suburbs toward the Sixty-ninth Street Terminal. Of the three Red Arrow lines this is the only one that is third rail in operation. Arriving at Sixty-ninth Street I could observe two of the North Shore's "Electroliners," now the "Liberty Liners," at the shop building. According to the June timetable the "Liberty Liners" are used only on weekdays and then on just two early morning runs inbound and two evening runs outbound. This is four trips out of a weekday schedule of 140 between downtown and Norristown.

I was only seven minutes at "69" before my Media trolley departed on double trackage that it shares with the Sharon Hill line as far as Drexel Hill junction. This PCC was still painted in the former PST-Red Arrow colors of maroon and cream. The Media line is probably the more scenic as it continues on double track through deep wooded areas more like big parks and along rushing streams toward the end of the line at Orange Street in Media. Most of the line is double track save for the last few blocks in Media which are single and middle-of-the-street running. At the end of the line the motorman switches poles (all cars are double-ended), waits a few minutes, then returns to the terminal.

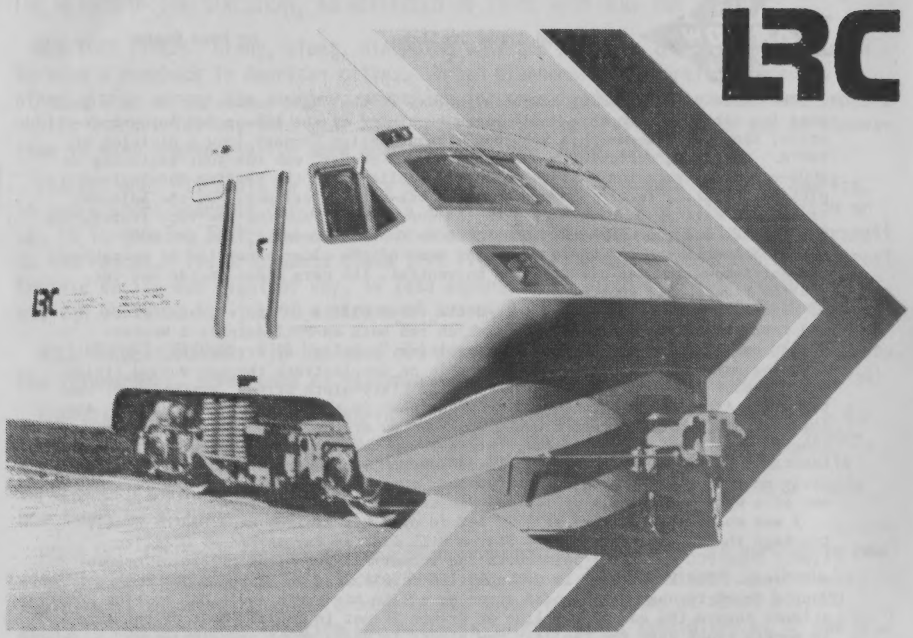
From here I walked three blocks south on Orange Street to the bottom of the hill where the Penn Central's Media-Philadelphia local was waiting its 1:45 departure. Behind the local and the adjacent parking lot were several of the older electrics, most painted in Penn Central green but a few in Pennsy maroon with keystone monograms. The PC car was practically the same as the RDG car and most likely was purchased on the same order blank from the builder. I would ride this car as far as Clifton-Alden where I would detrain to catch the Sharon Hill Red Arrow trolley which passes on a double-tracked street operation adjacent to the station. This I did and took the Sharon Hill line to its stub end and then returned to downtown Philadelphia, i.e. Sixty-ninth Street, where I snooped around a bit.

The PST/SEPTA operation includes PCC's , Brill liners, and older Brills. Color schemes include PST maroon and cream, SEPTA beige and cream, and the new, very colorful, SEPTA California orange, deep blue, and pearl white (or something like that). Two of the older Brills (79 and 81) have been newly painted, as has PCC 22, and to my knowledge from observation are the only ones presently bearing this most attractive look.

SEPTA SYSTEM *Train, trolley, bus, subway. You can't beat the system.*

The Red Arrow equipment was adequate in appearance, operation, and maintenance. Being both the rail fan (who would accept the cars under any circumstances) and the rail travel promoter (who would hope for the consumers' point of view), I was more or less pleased with what I saw. Each of the lines stub-ends in most unlikely fashion (the Norristown on an elevated trestle, Media in the middle of a street, and Sharon Hill at a stone wall just short of a street). From all indications it looks as though SEPTA will keep these lines going for the time being and this seems assured, what with new paint and all. Then it was the Market Street subway to Thirtieth Street Station (PC), Airport bus, Allegheny DC-9, MBTA/B&M bus-subway-Budd cars to Rockport.

canadian news letter

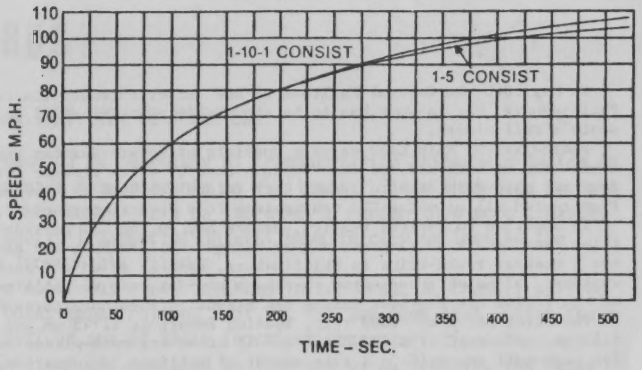


THE MOST PROMINENT news from Canada at the moment is about the LRC, the "lightweight, rapid, comfortable" test train tested on CP and CN last month (see last issue). The train is of obvious importance, since it could become the mainstay of short haul runs in the U.S. and Canada if tests this year prove it worthy (the U.S. Department of Transportation will test the train next month, after some factory modifications are made). The train, shown above in a manufacturer's publicity shot, is powered by standard diesel-electric equipment--a V-12 diesel engine developing 2900 horsepower. The builders, MLW Industries, Alcan Canada Products Ltd., and Dominion Foundries & Steel, call the train "an intercity system for today." They stress the "proven technology" of the powerplant. What is different about the train is its powered banking which offers comfortable rides on curves while permitting high speeds (the top speed is said to be 120mph, tho it has not yet been tested that fast). The makers claim the "highest standards of safety," with strong tubular side sills that protect coaches against side invasion in a wreck. It is said to possess many new-generation structural and mechanical features. Its low weight is one of the most important features--a coach weighs 90,000 pounds, about the same as a CN Tempo train coach. Acceleration characteristics of the train are shown in an adjacent graph.

On the first CP Rail test run of the equipment (only a prototype engine and coach have been built) from Windsor Station, Montreal to Ottawa and return, reader William Linley was on hand to photograph the train at Ottawa, the date being Aug. 19. The photo appears at the bottom of page 11.

CANADIAN NATIONAL'S TURBO now running between Montreal and Ottawa (see last issue) can be ridden at non-premium fares under CN's red, white and blue fare plan, unlike the Montreal-Toronto Turbo service on which a premium fare is levied. With the fall schedule changeover on Oct. 27, CN will reportedly attempt to decrease the scheduled running time on the new Turbo route.

A RECENT BOOK just come our way is "Railroads of Canada," a history by Robert F. Legget. The well-illustrated book is available at $9.95 from the publisher, Drake Publishers Inc., 381 Park Avenue South, New York, NY 10016. It is not available from RTN.



A FARE INCREASE on CP Rail commuter trains in the Montreal area is in the offing, to be effective Oct. 1. The Wall Street Journal reported that the railroad applied to the Canadian Transport Commission for 11% increases on all classes of commute tickets for the runs.

CP RAIL WILL close its Victoria-Seattle steamer service on Sept. 28, more than a month earlier than the announced Oct. 31 ending date. The line's "Princess Marguerite" will be chartered for newsboys Sept. 29, and make a one-way run to Victoria on Sept. 30 to enter layup in the B.C. capital city. Failure of the Spokane Expo to generate extra traffic, and the cost of fuel may have entered into the decision. Fares were raised from $12 to $14 for the one-day excursion on July 1.

DOWNTOWN TORONTO EXPERIENCED a 40% or more drop in retail sales due to the transit system's prolonged strike. Some large department stores cancelled night openings to allow workers to get home during daylight hours.

TORONTO'S BAY STREET diesel bus line will be converted to electric trolley coach service. The line will use trolleys idled by the opening of the N. Yonge subway extension a year ago. The line had been converted from streetcar to bus in 1963, but has never been successful, due to heavy loads. TTC officials have publicly stated that the end of the streetcars on Bay was "a mistake."

On May 20th the Central Railroad of New Jersey extended its commuter service to Phillipsburg, NJ, in what has to be the single most important move so far for the state's rail riders.

Basically CNJ Main Line service consists of Newark-Raritan service, with a connection at Cranford for the "Bayonne Scoot," which crosses Newark Bay on its way down the once-main line to Jersey City (since cut back to Bayonne when the Aldene Plan routed all mainline CNJ trains into PC's Newark station).

In addition to Raritan service, before May 20 the CNJ provided 2 weekday round-trips from Newark to Hampton, midway between Phillipsburg and Raritan. Now there are 2 weekday round-trips to Phillipsburg, as well as an off-peak round trip weekdays, allowing a passenger to make a mid-day trip to Phillipsburg, assuming he can finish his business during the scheduled 20-minute turnaround.

The first off-peak round trip, leaving Newark at 11:45 am and Phillipsburg at 1:55 pm, consisted of a CNJ GP40P and 11 steam-era open-window coaches fitted for push-pull operation. A fair amount of railfans, dignitaries, union officials, and people just along for the ride gave the impression that the service, if not well-patronized, would be well-received.

The first rush hour trip of the evening turned out to be the real crowd-pleaser, however, as CNJ had placed its observation/coach on the rear, draped with flags and filled with dignitaries taking in the first day's operation. "The word" had it that the car would be a fixture on the train, having been assigned previously to a Raritan turn. The rest of the train consisted of modernized ex-long haul streamlined coaches in CNJ blue and yellow, and a CNJ GP40P.

While waiting for the train in Newark station, we were able to see the incredibly varied consists run on the North Jersey Coast line, where PC and CNJ share operation. At least three commuters' clubs run their cars on Shore trains, and the three cars seen were a PRR tuscan red coach, a CNJ olive drab coach, and a round-end stainless-steel observation car. Leaving Newark, we were passed by a flag-draped CNJ "pull-pull" train, consisting of steam-era coaches and a GP9 on either end, and a few miles out, before branching off onto Lehigh Valley rails that would take us home to the CNJ main at Cranford, we were passed by the "Christine Jorgensen Express", as poignant an example of the Northeastern passenger car shortage as can be found anywhere. This PC New York-New Brunswick local consists of an ex-PRR GG1 hauling a train of ex-New Haven MU trailers in PC green. A similar train runs to Trenton, consisting of ex-PRR MP-54 type trailers. Both trains have a single pantograph for heat and lighting.

The general impression given that day was that the CNJ was indeed trying. The attractive new "CNJ-125 Years" timetable indicated that on June 22, some weekend trains would run from Main Line points to Jersey Shore points, no doubt using the presently freight-only Elizabeth port-Perth Amboy line, bringing joy to the lives of "mileage freaks" throughout the Northeast. In addition, CNJ is pressing for resumption of service to Lakewood, NJ. Considering its precarious financial position, the CNJ is trying its best to provide needed services throughout the State.

—Henry Posner III

PENN CENTRAL

NEW PENN CENTRAL RAILFAN MAGAZINE

Subscription Rate $12.00 Per Year. Make all checks or money orders payable to:

JEROME A. ROSENFELD
133 DULLES DRIVE
DUMONT, N.J. 07628

A LOVABLE BUS?

NOISY, SMELLY BUSES... CAN THEY EVER BE IMPROVED?

In the last issue we reported on Secretary of Transportation Brinegar's desire to find a "lovable bus," and made some comments on the topic. Since that time we have been thinking a bit about how buses could be improved to render them more pleasant to users, assuming that public transportation will have to rely on them in the majority of cases in the foreseeable future.

Since that time also, a major bus event occurred in our area: AC Transit settled its 2-month strike, and buses began rolling Sept. 1. It was then that, after their long absence, we really noticed one of their important characteristics: they are noisy! Even as well-maintained and operated as they are by AC Transit, the buses contribute an inordinate amount to a city's traffic noise pollution. And the diesel fumes are unpleasant as well on city streets, tho the buses that are equipped with EIP (Environmental Improvement Package) have noticeably less obnoxious exhaust.

Those who believe--and we have yet seen no evidence to make us doubt it--that General Motors introduced and designed buses with the desire of driving people away from them and into more profitable GM automobiles, will point to a number of design flaws in the vehicles, some of which seemingly could easily be corrected. Had we a degree in engineering we might be able to make some more definite recommendations about muffler design and exhaust control. However, it seems to us as novices that muffling an engine is one of the easier engineering problems to solve. And the relative success of the EIP leads us to believe that the fume problem can be licked also.

We often ask people what their reactions are to boarding buses, and frequently they complain about their large size, their lack of intimacy. It seems to us that some people like to ride in large vehicles and mingle with other people, while others prefer relative privacy--something the automobile offers readily. So why not redesign some bus interiors to provide a variety of spaces to suit different people's psyches? How about devoting the rear half of a bus to compartments in somewhat the manner of European trains? How about a simple, transparent plastic wall on the front and back sides of a group of 3 or 4 seats to form an acoustic and behavioral barrier and allow small groups to form their own conversation groups? This could probably be done at low cost, and might involve re-designing seats into, say, swivel bucket seats to allow riders to vary their own seating arrangements within a "compartment." The transparency of the walls would allow visibility for the driver but still create a sense of intimacy, just as the glass in an automobile does.

Along with this--and even without the compartment feature--should come a change in window design from the absurd slanted windows of the standard GM bus (see cover photo) that permit full outside visibility for only 1 in 3 passengers and window ventilation control for hardly anyone. There should be an immediate return to the old type designs of a separate window at each seat. The compartment feature would really help here, since it would allow opening windows for ventilation without disturbing your neighbor.

Bus experts could think of many more innovative ideas that would make life more pleasant for bus riders. But while GM has a virtual monopoly on bus design you can forget it. The best solution to urban transit problems lies in light rail lines, rapid rail transit and electric motor coaches. But in many cases we will remain stuck with the present internal-combustion motor bus. Let's redesign it to make everyone happier.

TO THE NEW READER: This rather unusual issue of RTN has been devoted largely to public transit topics. If this isn't your bag, bear with us another issue before cancelling your subscription. Thank you. --The management.

mixed train of thoughts

DEPARTMENT OF CORRECTIONS: the caption for the photo of the EXPO 74 at the top of page 12 last issue was wrong--it should be the westbound train loading passengers at Wenatchee after having been serviced south of the depot platform..... GEORGE R. WALLACE, VP-Marketing for Penn Central was killed Aug. 2 when he fell from a New York-Philadelphia passenger train near the Tacony station in Philadelphia..... THE EMPIRE BUILDER east from Seattle on Sept. 1 was detoured via Milwaukee Road tracks thru Othello, WA following derailment of a freight in the canyon between Ellensburg and Yakima. Buses took passengers from Ellensburg to Yakima and Pasco; and from Pasco to Spokane. In July a freight derailment west of Prosser, WA, on the same line, caused a detour on the old NP "4th Sub" thru Zillah, WA, on the route of the old "Sagebrush Annie," the popular way to get from the lower valley to Yakima in the 1920's..... THE PREAMBLE EXPRESS, described and pictured on page 17, is powered by a 2250-hp ex-UP E9A diesel (#951), and pulls a power car, diner, lounge, and open platform conference-observation car..... EMPIRE STATE EXPRESS, trains 71 & 78, when its extension from Buffalo to Detroit occurs, will probably be using 2 diners and several coaches leased from CP Rail..... THE FIRST REFURBISHED RDC car has finally arrived in Hartford, CT. Car 19, originally New Haven #32, was long awaited, and passengers were impressed, while the crew appreciates the two-way radio. Unfortunately, it arrived minus operating brake and electrical systems, but a week in the New Haven shops cured that. But it can't yet be operated in multiple because of the new brake system received during refurbishing..... SAN FRANCISCO ZEPHYR was seen arriving in Oakland on Sept. 2 with no lounge car, and only a Santa Fe lunch counter car for a diner (and that lacking air conditiOning). There was of course no PSR or service director. And on that trip a bomb scare resulted in passengers evacuating the train at Galesburg, IL..... TRAINS AREN'T THE only vehicles with air conditioning failures. In New York a "random sampling" of city buses on hot August days revealed that 37% of those having air conditioners had inoperative ones ..... AMTRAK WILL BUILD a new $1 million station at Richmond, CA provided the state okays paying ½ of that sum. It will adjoin the BART station for passenger convenience. There was a big to-do in Oakland when the story came out because it was first thought that it would replace the Oakland depot, thus making a new end-point in Amtrak's system. The original SP station in Richmond was torn down some years back..... WORST TRAIN WRECK ever in Yugoslavia happened Aug. 30 when a train carrying migrant workers to West Germany ran a red signal at high speed and crashed into Zagreb's main station, killing 121. Four railroad employees were jailed after tests for drunkenness..... A JETLINER CRASHED at Charlotte, NC Sept. 11, killing 69, with 13 survivors..... BART IS WARNING commuters to expect delays and over-crowding when trans-bay revenue service gets underway Sept. 16. BART now has 60 to 70 thousand daily riders, a figure expected to jump to 160,000 when the tube opens. The system expects 21,000 rush hour riders, but can handle only 18,000 of them, with 10-car trains running at 6-minute intervals. AC Transit will continue its bus lines transbay for the time being. The bus system is now testing a new European-built articulated bus on those runs..... THE ENERGY SHORTAGE is here to stay, reiterates a recent Associated Press series. And Federal Energy Administrator John C. Sawhill last month made recommendations for saving fuel; among them was the improvement of "long-distance passenger and freight movement" to save 700,000 barrels of oil daily. Other guidelines included keeping the 55mph highway speed limit and increasing the proportion of small cars on the road..... THOSE PEOPLE MOVERS got another big setback this month when Las Vegas, NV decided it didn't need a personal transit system that Rohr Industries and Aerial Transit System (a Pullman, Inc. subsidiary) wanted to build and finance at no cost to taxpayers.....

YOU CAN'T GET away with making a mistake in a railfan publication. Just misidentify a car or engine if you want to increase your volume of mail. But wouldn't you know it, along comes a Latin scholar to correct even an error in a Latin quotation from last issue. A Dr. Gerald Brunetti of Minneapolis informs us that line 13 on page 14 should read "O tempora! O mores!" He adds, "Check your Cicero." We did check our Cicero but it was put on a later train and we haven't got it back yet..... AMTRAK'S FLYING TIME is in the news again, with a Washington Star-News report that got republished around the country after Labor Day. It said the General Accounting Office found that Amtrak employees spent over $750,000 flying on business trips on routes served by Amtrak trains. Well, that's one way of avoiding air conditioning failures..... THE EMPLOYEES TIMETABLE says "double track," but BN is removing the old eastbound main line on the 2.2% grade on the west side of Stampede Pass in Washington state, used by the EMPIRE BUILDER. While much of the track is in place, it is already gone on the Kennedy Trestle and in some places above the trestle.....

* * *

AMTRAK'S SEPTEMBER TIMETABLES will show some intermediate time adjustments of the eastbound EMPIRE BUILDER in Washington state..... THE SOUTHERN PACIFIC got approval from the state Public Util. Comm. Sept. 11 for an 8% fare increase on its San Francisco commute line, effective Sept. 17. The 111% fare boost reported last issue is to be considered later..... CALIFORNIA'S GOVERNOR REAGAN is seriously considering vetoing a bill to extend BART's ½% sales tax support. A veto would put BART in a financial crisis with a probable shutdown in October..... "ADIRONDACK" NEWS FLASH: Jerome Rosenfeld reports that in addition to the D&H's purchase of the two shark-nose BLW RF-16 locos from Monongahela Railway, it wants to buy from PC a long-in-storage shark nose B unit, built only for the Pennsy. The unit would be turned into a steam generator car for use when RF-16's or RS-11, RS36 freight locos haul the ADIRONDACK. And after D&H's two Alco PA's being rebuilt in Boise, Idaho are returned, PA's 17 & 18 will be sent there, and later the RF-16's. All are to get Alco 251, 2400hp engines..... AMERICA'S FINEST RAILROAD, says David P. Morgan in Trains magazine (Oct.), is the Black Mesa & Lake Powell in Arizona. One reason is its freedom from "impurities" such as passengers..... THE COLORADO ASSOCIATION of Railroad Passengers will hold an important meeting on 9/20 at 7:15pm at St. John's Cathedral, 14th & Clarkson, Denver. Restoration of Denver-K.C. service is on the agenda..... CITY OF SPOKANE, Washington is selling 25-yr old buses of its Transit Commission, is forbidding Spokane residents from bidding because "these buses have polluted the air around here long enough" and they want to ride them out of town on a rail..... RAIL TRAVEL CARDS are still honored somewhere, points out the N.W. Illinois NRHS chapter: on the Chessie System's car ferries at Milwaukee, Manitowoc, Kewaunee, Ludington, and on the boats as well..... ONE REPORT ON Amtrak's building of a station at Richmond, CA mentions the possibility of TurboTrains between Sacramento and the Bay Area using it for a connection with BART..... SAN JOAQUIN VALLEY public leaders are still furious about the quality of service on the SAN JOAQUIN. Amtrak wrote them that it is trying to "provide the best rail passenger service possible" there, but they remain unsatisfied. A Bakersfield newspaper editorialized late in August that the train is little better than the one SP abandoned. Quote: "Citizens of Bakersfield and other valley communities are reudite enough to decipher Amtrak's bureaucratic maneuvering. It is providing a service only reluctantly, perhaps in hope the route can be abandoned because ridership is minimal." Then it lights into Secretary Brinegar, saying he's decided that our transportation problems "can be settled by auto, bus and jitney"..... BRUSH FIRES SET by sparks from a freight train caused a traffic snarl just south of Seattle the evening of Aug. 29, delaying the MOUNT RAINIER as well as gawking motorists on interstate 5..... CHICAGO TRANSIT AUTHORITY is seeking to buy four double-deck buses, and would have TV cameras on the upper deck for drivers to observe the passengers up high.....

AMTRAK'S FIVE-YEAR PLAN:
RAIL CORPORATION SENDS BIG IMPROVEMENT PLAN TO CONGRESS

(The following is the text of an Amtrak press release dated September 9)

A 5-year financial plan for Amtrak--including proposals for substantial new passenger car and locomotive purchases, assumption of repair and maintenance functions from the railroads and a major track improvement program--has been sent to the Congress and the Dept. of Transportation, the Corporation announced today.

Amtrak President Roger Lewis said the plan--approved by Amtrak's Board of Directors--would lead to funding the company's operating plan thru fiscal year 1976 and capital program thru fiscal year 1979. He said the plan is designed to carry out Amtrak's mandate from Congress that 'modern, efficient, intercity rail passenger service is a necessary part of a balanced transportation system' and that 'continuance and improvement of such service is clearly in the public interest.'

'Our three years of operations,' Lewis said, 'have demonstrated that a real demand for rail passenger service exists, and is certain to grow, especially when viewed in context with the nation's continuing energy supply problems. A program of this magnitude is necessary to revitalize intercity train service.'

The capital program calls for immediate purchase of 235 double-deck long distance passenger cars and 200 single level cars, as well as 25 diesel locomotives, at an estimated cost of $263 million. (Editor's note: The 200 cars and 25 locos were of an earlier order.) These are in addition to 257 metroliner-type cars, 75 turbine-train cars, delivery of which will start next year, and 201 diesel and electric locomotives, of which 150 3,000-hp diesel-electric locomotives have been delivered and are already in service. Thirty-five turbine-train cars have been funded and are awaiting final approval.

The new cars are programmed to handle projected ridership growth during the 5-year period and permit the phasing out of worn out equipment, some of which is 30 yrs old. The new equipment will almost double Amtrak's seat availability without a significant change in the total number of cars in the Amtrak fleet.

The plan contemplates assumption by Amtrak of many repair and maintenance functions now performed by the railroads. Funds are requested for necessary facilities and equipment. The corporation already has taken over all key functions in the stations and on the trains and now has over 9,000 employees.

Perhaps the most fundamentally important aspect of the program is the emphasis placed on the need to upgrade track and roadbed for better performance on some parts of the system and the urgent need for substantial expenditures to maintain track utility, particularly on the financially troubled railroads.

The FY 1976 program contemplates a capital grant of $200 million for this purpose and $200 million for each of the subsequent four years. A previously authorized $21.6 million has been committed to track improvement in the Northeast Corridor between New York City and Boston.

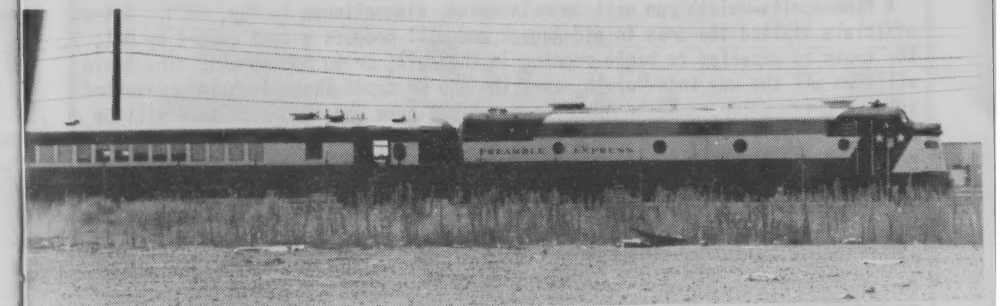
Amtrak officials said they based the expansion and modernization program on ridership trends which indicate Amtrak will be furnishing 8.3 billion passenger miles of travel to 37 million passengers in fiscal 1979 as compared with 4.3 billion passenger miles and 19 million passengers in this current fiscal year.

The plan contemplates a modest expansion of route structure as provided in the Amtrak Act and assumes there will be long distance routes and short-haul, state-subsidized routes added during each of the five years.

Losses per revenue dollar, which have been moving downward since Amtrak took over rail passenger service, will continue to fall, but, according to the company, higher costs for labor and material cannot be offset by fare increases. For fiscal year 1976, Amtrak estimates an operating loss of $239.9 million.

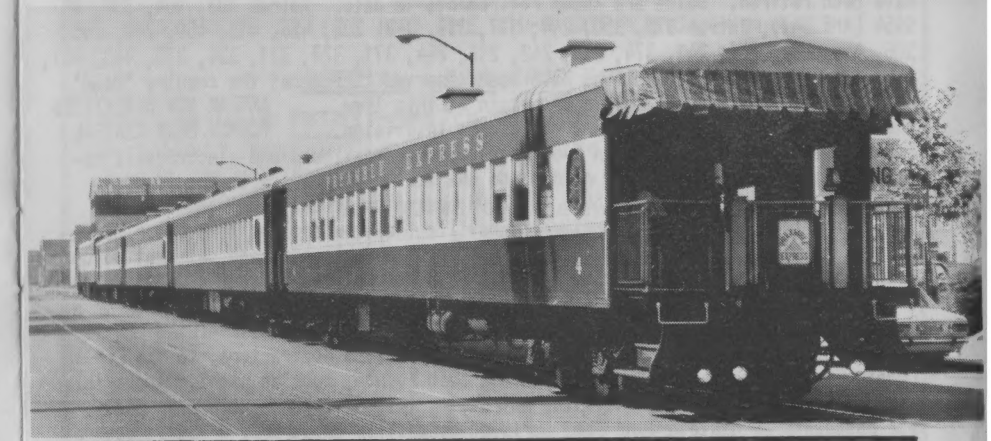
(Editor's note: the costs of the above plan are broken down as $263 million for new equipment, $230 million for repair, $17 million for stations, and $1 billion for right-of-way rebuilding.)

Preamble Express



America's Bicentennial celebration got underway on Sept. 6 with a re-enactment of the First Continental Congress meeting in Philadelphia. And at the same time a 4-car train, the PREAMBLE EXPRESS, was moving across the country, following the planned route of the later steam-powered AMERICAN FREEDOM TRAIN, setting up arrangements for the 1975-76 tour at each stop (see cover photo). In the above photo, the PREAMBLE EXPRESS is accelerating away from the Oakland, CA Amtrak station on Sept. 5, and below it moves thru Jack London Square on the same date (photos by Message Media).

The FREEDOM TRAIN's tour, to cross all of the 48 contiguous states, will begin in Boston next April 1, and move west across the northern half of the country, reaching Seattle on Oct. 26, then moving south along the coast and ending the year in Los Angeles. The opening of 1976 will see the train heading across the southern tier of the nation, then up the East Coast to end its trip in Providence, RI on Dec. 5, 1976. The display train will remain one or more days in each major city on its route. None of the cars of the PREAMBLE EXPRESS will appear in the consist of the big train.



QUOTES OF THE WEEK***

"Oregon Sen. Bob Packwood sent the group a written statement in which he said, 'Eastern Oregon and Idaho particularly do not have the bar rudiments of service, and we certainly can't call Amtrak a nationwide system until those regions do.'"

--Portland (Oregon) Oregonian, Aug. 21, 1974

(The important thing is to get that liquor flowing in the lounge cars.)

NEW AMTRAK ROUTES COMING

The state of Illinois has approved money for a Chicago-Clinton service, but has cut back subsidies to Rock Island Lines from 1.5 to 1 million dollars. The STATE HOUSE is to have a diner in its consist soon.

A Minneapolis-Duluth run will be reinstated, discontinued in May, 1971. Amtrak officials visited the area in mid-August and will produce a cost report by Oct. 1. The train is expected to begin running in the fall, or in 3-6 months. The train will run all the way into Duluth, even tho the BN depot there is being converted into an arts center, and the Soo Line depot has been demolished. Space will be provided by Duluth officials for Amtrak at the arts center. The state originally requested the service in July, 1973, and allocated $100,000 to pay its share of the service under section 403-B of the Amtrak Act. The BN will least 3 coaches to Amtrak for the service, a major factor in helping the move along, in light of Amtrak's equipment shortage. The cars, not used since the Amtrak takeover, will require refurbishing at a cost of $70-90,000 each. The train will leave Duluth daily in the morning, and on the return leave Minneapolis in the evening.

ROCK ISLAND LINES stockholders have criticized the ICC for delaying its decision in the proposal to merge the line with Union Pacific. The Rock Island is expected to run up a record $17 million deficit this year..... QUAD CITIES ROCKET is now using a former Erie Lackawanna diner from the PHOEBE SNOW, recently purchased by Butterworth Tours and reconditioned and repainted in Amtrak colors. It is rumored that this diner may be placed on the STATE HOUSE..... AMTRAK'S SHAWNEE #392 arrived in Chicago on Sept. 2 with be-level equipment, jammed with passengers in 3 coaches with no lights. Officials blamed the failure on the C&NW "F" unit leased by Amtrak, which supplies electricity to the cars..... ROUND-END PARLOR OBSERVATION cars "Port of Seattle" and "Port of Vancouver" are now operating between Chicago and Minneapolis on the NORTH COAST HIAWATHA since regular cars "Silver Veranda" and "Silver Chateau" hqve been moved to protect the Great Dome lounges recently removed from the EMPIRE BUILDER for shopping..... WITH THE ARRIVAL of the new Amtrak SDP-40-F locomotives, many of the former E and F units purchased from the railroads have been retired. Below are known retirements to date: Amtrak 103, 104, 338, BN 9954 (AMT 347), Amtrak 373, 350, 244, 117, 339, 342, 202, 458, 413, 460, 240, 245, 306, 459, 237, 256, 241, 374, 274, 242, 212, 244, 371, 327, 331, 336, 370, 463, 467, 469, and 200. Other locomotives have been observed throughout the country "dead" but final disposition of them is uncertain at this time..... AMTRAK NOW ADVERTISES the Chicago-St. Louis Turboliners on Chicago television..... FORMER PENN CENTRAL locomotive 4280 (Amtrak 288, an E-8), has been reconditioned and electrically re-equipped at Altoona and is now running on the ILLINOIS ZEPHYR with the former C&NW bi-level equipment..... SOME NOTES ON operation of the FLORIDIAN on the C&EI: Northbound #52 usually arrives Evansville (Howell Yard) on time, four hours out of Nashville. It takes on water in the locos and all cars and gets out before midnight (11:30-11:45). Southbound #53 takes 3 hrs between Chicago & Danville and the crew are usually called at Danville for 12 midnight. No. 52 takes on water at Danville. The real action takes place between Evansville & Danville: the L&N is undergoing a major track rehab program, done by outside contractors, so the L&N is running no trains in daytime. Everything, even locals, runs at night. About this time, everything shows up, including Amtrak, on this division. With many meets, #52 passes Terre Haute around 2am, arriving Evansville about 5:30 or 6am. Several nights the FLORIDIAN was observed in passing tracks for 30-60mins. Many passing sidings are filled with track, which makes meets and passing quite difficult. #53 usually arrives in Chicago between 10:30 & 11am, about 3½ hours late.....

ON LABOR DAY, Sept. 2, a passenger on SP's commute line at San Bruno, CA was injured by shots from a .22-caliber rifle. Police later arrested two teenagers and confiscated such a rifle from the pair.....

"SOONERLAND" Copper Canyon Open Gondola

YOU'RE INVITED

MIDWEST TRAVEL SERVICE

1975 MEXICO RAILFAN TOURS

JANUARY 18 to FEBRUARY 2

YUCATAN AND THE "TRIP OF A THOUSAND WONDERS"

MARCH 1 to 16

SIX GREAT CITIES AND THE CH-P COPPER CANYON TRIP

SPECIAL JUST FOR RAIL FANS

1. San Luis Potosi-Mexico City 160-mile new railroad.
2. Visit Mexico City narrow gauge roundhouse & shops.
3. Ride the locomotive on our Mexico SPECIAL TRAINS.
4. Ride all three routes of the new Mexico City METRO.
5. Spectacular TRIP OF A THOUSAND WONDERS in January.
6. COPPER CANYON & 89 tunnels and bridges in March.
7. Open gondola for the entire Chihuahua-Pacific trip.
8. MIDWEST TRAVEL'S "SOONERLAND" and "MISTLETOE".

Write for full details and maps!

MIDWEST TRAVEL SERVICE

HOWARD B. THORNTON, DIRECTOR

2936F Bella Vista 732-0566 [405]

Midwest City, Oklahoma, 73110